

U. S. STEEL SUPPLY BIG BLOW TO MINERS

Staggered by News That
Corporation Has 5,000,000
Tons of Coal at Clairton.

GETS 11,000 TONS DAILY

Being Shipped From Non-
Union Mines of West Vir-
ginia and Kentucky.

NO FEAR OF SHUTDOWN

Can Furnish Coke and Coal to
All Mills in Pittsburgh and
Shenango Districts.

Special Dispatch to THE NEW YORK HERALD.

Pittsburgh, April 21.—Serenity in the belief that they had practically cut off the fuel coke supply of the United States Steel Corporation and big independent steel makers coming from the famous Connellsville region, officials of Districts Nos. 2 and 5 of the United Mine Workers of America were staggered to-day when they learned the corporation had 5,000,000 tons of coal on hand and that 11,000 tons were daily reaching the big bi-product plant of the steel corporation at Clairton, and that this coal is being burned into coke as fast as it reaches there.

Officials of the steel corporation to-day announced that there was absolutely no likelihood of any of their plants or subsidiary mills in the Pittsburgh district now operating being forced to shut down because of the scarcity of coke. The big Clairton bi-product plant is the largest in this country, and can care for the wants of all steel mills and furnaces now in operation in the Pittsburgh district and the Shenango valley.

The following figures were given out by an official of the United States Steel Corporation, showing just how they are fortified against the lack of fuel caused by the strike in the Connellsville region:

At Clairton the corporation now has 5,000,000 tons of coal, the largest reserve supply in the country. In addition there are 125 barges in the Monongahela River, carrying 56,250 tons. Coal is now reaching the Clairton plant at the rate of approximately 11,000 tons a day from West Virginia and Kentucky non-union fields. This coal costs \$1.30 a ton at the mines, and the freight is \$2 per ton, making a total cost of \$3.30, considerably more reasonable during a strike stage. The carloads of coal are reaching Clairton unimpeded, and are being loaded and checked by car numbers, to prevent information of their destination leaking. Substantiating the statement of the officials of the steel corporation are the official figures which state that on April 10 there were 21,300 and on

April 12 30,500 unconsolidated cars of coal on railroad sidings throughout the country "apparently unaided."

To present testimony on the refusal of Judge C. P. Orr, of the United States Court for the western district of Pennsylvania, to grant final citizenship papers to mine workers because they were engaged in the coal strike, three non-strike leaders of the United Mine Workers, left to-night for Washington, D. C., for the scheduled hearing on the question before the labor committee of the House of Representatives.

REPORTS ONLY SLIGHT RISE IN BITUMINOUS

Secretary Davis Sees No General Upset of Market.

WASHINGTON, April 21.—Secretary Davis has submitted to Attorney-General Daugherty a report compiled by the Department of Labor on changes in the prices of bituminous coal since the beginning of the strike. It was understood that only slight increases were noted in the report and that Mr. Davis held that the strike had not affected any general disturbance in the wholesale market.

In spite of the strike, Mr. Davis said to-day, the coal supply has been maintained very satisfactorily out of surplus stocks and non-union production. It was indicated, however, if the increases in price become general and affect interstate coal shipments, the Government might consider it necessary to intervene.

HARD COAL OPERATORS DEMAND A WAGE CUT

Based on Fact That Price of Product Is Too High.

The anthracite operators in conference with the miners at the Union League Club yesterday began the discussion of the wage question. At the outset, S. D. Warriner, spokesman for the operators, said that the 20 per cent increase demanded by the United Mine Workers was out of the question, and that not only that, but a very substantial decrease in wages must be agreed upon if production is to continue.

No definite offer was made, but it is understood that when the conference resumes its deliberations Tuesday, the operators will ask the men to accept a wage cut of at least 15 per cent. After the meeting Mr. Warriner said: "Developments since these negotiations began have only served to confirm the opinion already expressed by the producers of anthracite that the price was too high. Not even suspension of production has served to stimulate sales. We are faced by the very practical difficulty that the consumer will not pay the price for coal that we are required to ask in order to maintain even the present labor costs."

DOLLAR A YEAR MAN HAD \$35,500 IN COUNTERFEITS

'Col.' Harris of Kentucky and New York Is in Jail.

Special Dispatch to THE NEW YORK HERALD. MINNEAPOLIS, April 21.—Louis H. Harris of Philadelphia, New York and Kentucky, Dollar a Year Man and self-styled friend of Joseph Daniels and J. P. Morgan, is in the Minneapolis jail, "colored" Harris, as he prefers to be called, was arrested before United States Commissioner Abbott on a charge of possessing photostat counterfeit of \$25,000 United States Government bank notes. Harris, who is a well-known figure in the underworld, is being held at the Drake Hotel on a charge of disorderly conduct. Harris had letters purporting to have been written by Joseph Daniels and J. P. Morgan and said he was carrying around the counterfeit money "for fun."

SAYS 'HOGS IS HOGS' CAUSED BIG STRIKE

Dr. Garfield Champions Public
in Debate on 'What Is Behind
It, What Ahead?'

URGES PEACE TRIBUNAL

Watkins Assails Miners and
Murray Raps Operators Be-
fore 500 Representative Men.

Five hundred representative men chosen from all walks of industrial and professional life sat in judgment at the Hotel Astor last night while the subject, "What Lies Back of the Coal Strike and What Lies Ahead," was discussed from the viewpoint of the operator, the miner and the consuming public.

The occasion was a dinner of the board of directors of the Survey Associates arranged especially for the purpose of studying from every angle the present deadlock in the coal industry.

Harry A. Garfield, president of Williams College and wartime United States Fuel Administrator, spoke for the public. Thomas H. Watkins, chairman of the board of directors of the Central Pennsylvania Coal Producers Association and president of the Pennsylvania Coal and Coke Corporation, argued on behalf of the operators. Philip Murray, vice-president of the United Mine Workers of America, took the side of the miners, and Robert W. Bruce, director of the Bureau of Industrial Research, spoke as a neutral statistician.

Dr. Garfield began by saying it might be a public service if some one presented a monograph on the coal situation and entitled it "Hogs Is Hogs." He said in every crisis there are those who seek to take advantage of the situation to line their pockets at the expense of the public. This, he declared, is true of some operators and some miners alike.

He dwelt at length on the program submitted by a joint conference of operators, miners and Government representatives during the last days of the war and during his administration of the national fuel supply.

Dr. Garfield's Plan.

"There is no sufficient reason why the plan should not be put into effect," Dr. Garfield said. "There is no reason why it may not be inaugurated to-day to take effect immediately upon the end of the current strike."

"The plan submitted as a result of the conference was based on the following propositions, assumed to be true as applied to any industry producing a necessary basic commodity:

(a) Cost of living, cost of production, labor conditions and transportation facilities.

(b) These facts were secured by Government agencies.

(c) The public, capital and labor held an opportunity to consider the facts through their duly appointed representatives.

(d) Determination of facts and formation of administrative policy were considered two separate functions not to be performed by the same agency.

"The plan as originally presented included all basic industries. I confine it for the present purpose to the coal industry."

Dr. Garfield's plan called for a Federal advisory commission for bituminous

coal and one for anthracite, representing the public, operators and miners, its chairman to be appointed by the Secretary of Commerce, and the three elements each to have three representatives, and the Government to provide the requisite data.

The Operators' Side.

Mr. Watkins, taking the operators' side, said a partial answer to the question under discussion—"what lies back of the coal strike"—is the natural desire on the part of the miners to secure better conditions of employment, more cultural opportunities and a larger share of luxuries. He said:

"This strike has certain features connected with it which from a national standpoint present a grave menace to our present form of government; it has already stopped the production of about 20 per cent of a product upon which our present day civilization absolutely depends. The stoppage of the balance is deliberately planned by the most powerful single unit of organized labor in this country, as witness the methods pursued in efforts to organize the non-union fields—marching armies in West Virginia, intimidation, ostracism, and many other vicious forms of coercion."

He said there is no question about renewed activities of the communistic element in many labor organizations. He continued:

"In the bituminous field," the speaker declared, "the six hour day and five day week would cause an increase in labor cost of \$210,000,000 a year. As a remedy to the present 'evil conditions,' he thought a cure must be found for intermittency of employment. Labor, he concluded, must accept some extent along with the operator and the public "as long as the Sherman laws and Clayton acts stand and prohibit constructive trade agreements."

For Trade Commission.

Philip Murray of the United Mine Workers began by suggesting Congressional action to end the strike at once and to appoint a permanent commission "to gather facts and work out a permanent policy for the coal industry."

As to settling the strike at once, he declared the miners would return to work provided the 1920 award (Wilson Commission) be applied to all operations pending a new adjustment. The permanent commission he suggested was along the lines of Dr. Garfield's commission.

In answer to the second part of the question, "What Lies Ahead," he said: "Obviously, the problem of the future of bituminous coal mining is to secure a resumption of operations on a stable and uniform basis—a basis which would place the non-union operator on a parity with the union operator and which would ultimately provide practical plans for regularizing production and employment and for eliminating the wastes to the consumer which now arise from over-expansion."

Mr. Bruce returned to the suffering in the coal fields caused by the strike. "Such a situation in America is a national disgrace," he declared. "If the strike continues it will carry thousands of children, to say nothing of men and women, to the inhuman level of starvation."

He blamed the Washington Administration for its "complacent position that there is no crisis."

AGREE TO REDUCED WAGES.

Cut Will Be Reflected in Lower Price for Clothing.

ROCHESTER, N. Y., April 21.—A reduction of 16 per cent in wages is one provision of a three year agreement between Rochester clothing manufacturers and their employees which was ratified by organizations of both to-day.

The reduction, manufacturers said, would be reflected in reduced prices on autumn goods, the season for which formally will be opened next Monday.

HYLAN MAY YIELD IN TRANSIT DISPUTE

Continued from First Page.

the attitude of the Mayor and his colleagues of the Board of Estimate said: "The Transit Commission naturally is glad the Governor's remarks about the obstructive tactics of the Board of Estimate have drawn out some promise of action. Action is what is wanted—not a multitude of explanations and excuses from the Mayor for past failures. Through its obstruction and inaction with respect to contracts for the Fourth Avenue street line, the Board of Estimate has wasted many hundreds of thousands of dollars of public funds and a large proportion of the traveling public of Brooklyn has been subjected to unnecessary suffering."

"The statement that the Board of Estimate has failed to act because it wished to get the benefit of falling contract prices is silly. The Mayor says the twelve contracts covering the Fourth Avenue street line and the Brooklyn Bridge and Manhattan Avenue work should still be readjusted because they are 'stale.' They are stale only for the reason that they have, chiefly through his own course, been held for the best part of a year. The money saving effected through any new bidding now will be slight, compared with the waste that the delays have caused, and the cost to the people of the further continuance of the congestion these lines were designed to relieve is beyond any expression in figures."

"The claim of the board of a discretionary right to block these contracts is without foundation. All of the work held up has had to do with the dual subway lines, which the city is under contract with the companies to construct. The Board of Estimate has no more right to breach such a contract than an individual would have, its power under the law is to pass upon the engineering and financial details of the proposals submitted, and its duty then is to make the appropriations. It may hold such a contract only for such reasonable length of time as may be required for these checking up purposes, and in the past an average of three or four weeks has sufficed for this process. The board has no shadow of right to delay any such measure unreasonably, and in the future it should be held to a similar standard. The valuations examination has been made it has far exceeded its powers."

"All of this work has, of course, no relation whatever to anything that is new or to any plan of the Transit Commission. It all relates to the completion of lines for which provision was made long before the Transit Commission came into office."

HEDLEY JUMPS VALUES \$100,000,000 IN 30 DAYS

Now Wants \$399,873,697 for Interborough's Plant.

When the valuations inquiry was resumed by the Transit Commission yesterday it was disclosed that the Interborough Rapid Transit Company's own appraisal of the total value of its properties had increased about \$100,000,000 since Frank Hedley, its president, wrote to the commission about thirty days ago. "This baby is growing fast," was the comment of Clarence J. Shearn, the commission's chief counsel.

Reduced to exact figures, the Interborough's present "asking price" is \$574,235,696. The tentative valuation fixed by the Transit Commission's bureau is \$474,235,696. These are the opposite poles of the problem.

The difference of about \$100,000,000 in the company's estimate of yesterday

and that of a month ago is accounted for mainly by the fact that the larger figures are supposed to represent what it would cost, less depreciation, to reproduce the entire system at prices prevailing as of March 22, 1922.

Mr. Shearn ridiculed the idea of undertaking to fix, upon a basis of prices prevailing on a certain day last March, the reproduction value of a series of subways, the construction or reconstruction of which must be inevitably a task stretching through a period of years, with varying prices for material and labor. He took strong exception also to the company's inclusion in its inventory of \$68,126,000, its estimated value of its forty-eight year lease contract with the city. Chairman McAneny plainly indicated that such a charge as this would not be permitted under the statute to stand in the valuation.

Another item to the inclusion of which sharp objection was voiced by the commission's counsel was that of the \$1,500,000 of stock which was given to August Belmont for his work in promoting the original subway.

James L. Quackenbush left the hearing room to keep another appointment. The Interborough's interests thereafter were in the hands of J. C. Edwards, William A. De Ford, who represents the city administration, put a bit of ginger into the proceedings when he popped at Mr. Edwards this question:

"Has your company made up its mind whether or not it will accept any plan which does not make a substantial allowance to it on account of the alleged value of its contract rights or of its leases? Has it or has it not?"

"I can answer that question by saying they have not reached any decision one way or the other," replied the Interborough counsel.

Mr. De Ford said he thought the quicker the board reached a decision the better it would be for all.

Mr. Edwards closed the incident with this naive rejoinder: "If you were going to sell a house and Bill Jones or Arthur Smith came along and offered you \$50,000 and you wanted \$100,000, you would not tell him right off the reel whether you would be willing to take the \$50,000, would you?"

"I should try to find out whether the gentleman was going to charge \$50,000, 000 for a hencoop," replied Mr. De Ford. Witnesses through whose aid the I. R. T. sought to substantiate the approximate fairness of its figures included Henry E. Berry, assistant auditor, and William S. Gorsuch, an Interborough engineer, and Edward F. J. Gaynor, chief accountant for the Transit Commission. The valuations examination will be continued next Wednesday morning at 10:30.

BANKERS DRAFT PLAN TO FUND MEXICAN DEBT

PARIS, April 21 (Associated Press).—After drawing up a general plan for funding the Mexican debt and the obligation of Mexican national railways the committee of international bankers which has been meeting in Paris for a week adjourned to-night. Details of the scheme are withheld pending a further meeting of the committee in New York the end of May, at which the Mexican Secretary of the Treasury, Adolfo de la Huerta, will be present.

Thomas W. Lamont of J. P. Morgan & Co., who presided over the sessions, spoke optimistically of the meeting, but said he was unable to discuss the work of the committee until after its conference with Senor de la Huerta.

Besides the French and German groups those attending the meeting were Sir William Wiseman, representing Kuhn, Loeb & Co., and Vivian H. Smith of Morgan, Grenfell & Co. and Frank C. Clarke of the J. Henry Schroeder Company, representing the British group of bankers. The committee will sail for New York on May 20.

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